

## REAR CALIPER ADJUSTMENT

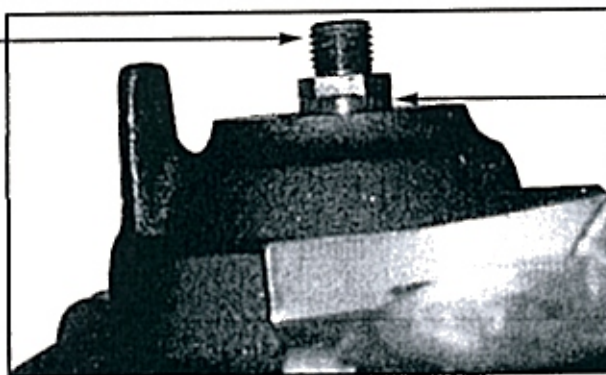
There are some very important things you need to know about this setup. It utilizes Trans Am rear rotors and Eldorado Cadillac rear calipers...

One of the biggest advantages of a disc type brakes is that it has a fool proof self adjuster. Not so with the rear disc GM! The rear calipers adjust off of the parking brake. The parking brake is incorporated into the caliper. **You MUST set the parking brake every time you park your car!** Not many people do that nowadays because it is much easier to just put the transmission in park and walk away! The rear caliper pistons utilize a "one way clutch" or "sprag" inside the caliper piston. When the parking brake is applied the sprag senses when there is .030 or more clearance between the friction material on the inboard side. When the distance is at least .030, the sprag turns inside the piston adjusting it out and keeping the rear brakes adjusted. If you are not setting your parking brake with this setup EVERY time you park your car then two things will happen. #1 - You will start to lose service brake pedal. #2 - The sprag will seize on the inside of the piston and will never work again. NEVER buy these calipers from a rebuilder, because rebuilders use the old piston in most cases and the piston is the reason the calipers were changed to begin with! Master Power Brakes uses only NEW calipers for this application! Also, when replacing rear pads on these calipers, GM says to "get into the vehicle after you have installed the pads and apply the parking brake 60 times".

### READ COMPLETELY BEFORE PERFORMING THIS ADJUSTMENT.

The short cut around this is to adjust the brakes out by unhooking the parking brake cable at the lever, removing the spring and the lever itself. Be very careful when performing this. After removing the nut and lever arm the threaded shaft can fall into the caliper. When removing the lever grab the threaded shaft carefully with a pliers so the shaft can't fall in. Now crank the shaft with pliers so the piston moves out to within .030" of the rotor. Re attach the lever arm so it's close to the stop. Once again be careful that you do not push the threaded shaft into the caliper. Hold the top of the threaded shaft with pliers. Tighten the nut. The rear caliper should be adjusted correctly now.

HOLD HERE



ADJUST HERE